



U.S. Department
of Transportation
**Federal Transit
Administration**

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APR 28 2010

Ms. Laura Thielen, State Historic Preservation Officer
Department of Land and Natural Resources
State Historic Preservation Division
Kakuhihewa Building, Room 555
601 Kamokila Blvd.
Kapolei, Hawaii 96707

Attention: Ms. Nancy McMahon,
Deputy State Historic Preservation Officer

RE: Refinement of Proposed Alignment for the
Honolulu High Capacity Transit Corridor
Project –

Dear Ms. Thielen:

The Federal Transit Administration (FTA), and City and County of Honolulu Department of Transportation Services (DTS) have modified the Honolulu High-Capacity Transit Corridor Project (the “project”) in the vicinity of Honolulu International Airport to avoid encroachment into the center portion of the runway protection zone of Runways 22L/4R and 4L/22R. The alignment will now transition from Aolele Street to Ualena Street between Ohohia Street and Keehi Lagoon Beach Park.

The FTA has amended the Area of Potential Effects (APE) to reflect this design refinement. The revised APE follows the approach that FTA established with the Hawaii State Historic Preservation Officer (SHPO) in December 2007. The revised APE in this area is included as an attachment to this letter.

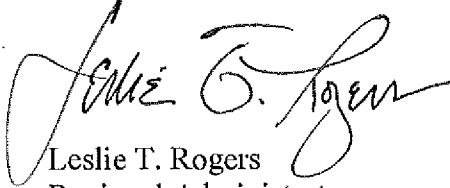
The FTA has surveyed all built resources constructed prior to 1969 within the revised APE. In addition, architectural historians who meet the Secretary of the Interior’s Standards for Professional Qualifications assessed each property for National Register of Historic Places eligibility. The FTA has determined that there are no historic resources eligible for listing on the National Register of Historic Places within the revised APE. Eligibility forms for each pre-1969 property within the revised APE are attached to this letter.

Because no new eligible resources are present within the revised APE, the project would have no effect on historic properties within this new area, and the refinement of the proposed alignment would not change the adverse effect determination for the overall project.

On July 22, 2009, the SHPO concurred with FTA's adverse effect determination for the proposed project regarding the Hawaii Employers Council Building's (HECB) setting, feel, and association. With the design refinement, the proposed rail alignment would be closer to the National Register eligible HECB. Ground vibration from construction activities does not often reach levels that can damage structures. The new proximity of the rail alignment to the HECB is within a range such that, as a precautionary measure, FTA would require further study on construction-related vibration during final design. This evaluation would be included in the Noise and Vibration Mitigation Plan already specified in Stipulation X of the current Programmatic Agreement. The Noise and Vibration Mitigation plan would contain numeric limits, monitoring measures, and mitigation based on FTA's 2006 *Transit Noise and Vibration Guidance*. This letter requests SHPO concurrence with the FTA's eligibility determinations for the properties within the revised APE.

This determination does not change any of the resources addressed in or commitments made in the Section 106 Programmatic Agreement; therefore, the FTA intends to proceed with the execution of the current Programmatic Agreement.

Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosures:

Maps of APE for Ualena Design Option

Eligibility forms for properties within the revised APE area

cc: Ms. Blythe Semmer, Advisory Council on Historic Preservation
Dr. Pua Aiu, State Historic Preservation Division
Ms. Faith Miyamoto, City and County of Honolulu